7th Heaven

Issue 7 **October 2005** **$3.00**

In this Issue:

Official newsletter of the

Aus7 Modellers Group Inc.

INAUGURAL AUS7 MODELLERS GROUP AWARD

At the September 2005 7mm Modellers Forum (a.k.a. The Big Day Out), at North Sydney Leagues Club, the Inaugural Aus7 Award was presented.

The award was initiated by members of the 7mmAusModelling Yahoo! Internet group. Nominations were made by Aus7 Modellers' group members and the selection of the winner was made by the appointed judging committee of Phil Badger and Lindsay O'Reilly.

The Award's acrylic plaque was inscribed "For Outstanding Contribution To The Promotion Of Australian O-Scale Modelling", and the 2005 recipient was Graham Holland.

Graham (with Gerard Imer) was the builder of the multi-award winning 7mm layout 'Binnabri', as well as being the proprietor of Century Models.

Graham's pioneering efforts and enthusiasm for the promotion of 7mm NSWR prototype modelling have made a major contribution to a resurgence in interest in 7mm scale.

Through his commercial ventures, he has been responsible for the introduction of kits for S, RU, K, KF, LV and CW wagons, the 19 and 50 Class steam locomotives, and the upcoming 30T and 32 Class and a number of line side structures.

He was also the driving force behind the success of the O Gauge Modellers' Workshops and laid the foundation for the burgeoning crowd of Australian fine scale 7mm modellers who are about to storm the exhibition scene. The judges were unanimous in their decision that Graham is an outstanding and deserving recipient of the Inaugural Aus7 Award.

The photograph shows the presentation of the award by the judges. Left to right are Phil Badger, Graham Holland and Lindsay O'Reilly.

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ONE MODELLER'S VIEW

Having It All

What sort of a modeler are you? Do you dabble, drift and tinker or are you driven and systematic in your approach? What about your modeling subject: are you fanatical about having all the research to hand first or do you jump in with both feet and worry about the details later?

I'm always interested in what motivates people and I enjoy hearing how people go about their modeling. My personal approach is to only ever work on just one project at a time. I admit that I can take this to extremes: I'll sometimes actually stop modelling if I don't have the materials I need or if I strike a difficult part in the project rather than switch to something else. This is the disadvantage of my approach but the great advantage of it is that I actually get things finished. The approach some modellers take, of having several projects on the go at the same time, would drive me batty. Neither approach is right or wrong, it's just a matter of personal style and individual differences.

I've recently been facing the dilemma of trying to decide what to do about the couplers on the models I build. Up until fairly recently I've been using the US brand KD knuckle couplers on my rolling stock. I used these for years while I modelled in HO without being bothered by them. They worked as they should, they were readily available and they looked ok. The problem is that when I switched to 7mm the differences between O-scale KD's and the prototype I model was all too apparent.

Gradually over the last few months I've been coming to the conclusion that KD's are just not good enough anymore and that I would need to take a serious look at the Gago alternative. And here in lies the problem. The Gago coupler is currently undergoing some long overdue upgrading and it will be a little while before the new version becomes available.

After my layout's recent outing at the Hurstville exhibition it became apparent to me that I needed to improve my rolling stock collection. A serious program of rolling stock construction was needed. Now we get to the rub: what do I do about couplers? If KD's are finally going to be cast aside I need the new Gago coupler and this is not yet available. What to do?

In a strange sort of way the solution to this problem has emerged because of my inability to be satisfied with just one modeling era or prototype. I really do want it all. Building Pioneer, my 0-6-0 Manning Wardle project, which has recently been featured in AMRM, provided part of the answer. Pioneer doesn't have knuckle couplers so the rolling stock to accompany her will be fitted with suitable three link couplings. I can spend a little bit of the intervening time building rolling stock to be hauled behind Pioneer, and a sister locomotive I have on the drawing board.

Another part of the solution comes from my seeming inability to resist just about anything produced by Bachmann in On30. I've been steadily building up quite a little collection of the locos and rolling stock Bachmann have produced over the last few years. It recently occurred to me that perhaps it's about time I got some of these models out and threw a small narrow gauge layout together. There's also a couple of Bergs range of Goondah and Burrinjuk Railway rolling stock lurking somewhere in my ever expanding collection of un-built kits.

I suppose the lesson to be learnt from all this is that you shouldn't let a single minded interest in one prototype, era or gauge blind you to the fact that this is a hobby and it's there to be enjoyed. If you find that something you planned has to be put on hold look around and do some modeling out of your usual comfort zone. What have you got to lose?

I won't have to wait too long for the couplers I need to emerge, and in the mean time there's an awful lot of railways out there crying out to be modeled.

Trevor Hodges

7th HEAVEN

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Contents

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On the cover:
The smile says it all – Chris Harris watches the wheels turn on his loco for the first time. This photo also records the first time a loco moved under its own steam on Stringybark Creek.

BUILDING O-AUST KIT'S ACM CAR

Roger Porter

I'd suggest that the O-Aust Kit's ACM is the best kit yet from this manufacturer, all parts are well formed and fit together easily. Assembled as per the instructions it makes a fine model, but a few little changes can give it just that little bit extra. The following are the changes that I thought would add to the appeal of the model.

Open Doors

To model the doors either half or fully opened, the existing doors must be cut from the body side and discarded. File the opening square, paying attention to the curve at the top. This step is best done when the sides have been assembled and the roof fitted, as some of the roof will need to be cut away where it projects down inside the body at the curved tops of the doors.

Make new doors from a couple of laminations of styrene, using the old door as a pattern. Add the horizontal waist strip to the new door.

Open Windows

To model open windows carefully file away the bottom of the window frame just above the waist rail, and file away the sides of the window frame up to a height above the waist rail that looks about right. Add a piece of strip styrene to fit flush with the bottom of the remaining side frames to represent the bottom of the window frame in its raised position. The glazing must be trimmed to suit the raised window.

Door Drop Lights

The windows in the doors are shown open in a similar method to above, except the door windows slide down, not up. So the window frame must be removed from the top of the opening of the door.

Window Blinds

The blinds are pieces of glossy paper cut from a magazine, glued to the inside of the window glazing. I ruled a black line with a felt tipped pen along the bottom of the blind, and drew a tiny semi circle in the bottom centre to represent the hand pull. Look for a magazine picture that has a mottled brow/cream background to represent the mottled fabric, mine came from a desert scene.

Handrails

In HO, it's normal to bend the handrails over and push them into holes drilled in the body. But in O scale this doesn't look right. Instead I used Lloyds HO short turned brass handrail stanchions, with the holes drilled out to accept 0.6mm brass wire. Push the stanchions into holes drilled at 45° into the door jambs, fit the wire, secure with a tiny dab of solder, and file the outer ends of wire off flush. The lower hole is 6mm above the bottom of the body; the top hole is 33mm above the bottom of the body.

Lining Doors

The lining on the doors was cut from HO buff lining decals into strips about 0.3 to 0.4mm wide. Use a new knife blade and a good steel straightedge and be prepared to throw out failures – my success rate was about 50%. You may prefer to paint the fine lines with a lining pen - they don't seem to work for me!

Roof Covering

The fabric roof covering was represented by scribing lines across the roof with the back of a knife blade at 25mm centers varying the spacing slightly to miss the vents. Use a piece of styrene curved over the roof as a guide. Some modellers use masking

tape or tissue paper, but I've never seen it done convincingly. The scribed lines don't show on the photo, but they're obvious on the model.

Circuit Board

Looking at various photos of ACM's I noticed a circuit board nestled in between the air tank and handbrake wheel. I cut a piece of 1mm styrene 16mm high and 15mm wide, glued to the underframe on the centerline of the air tank and braced with a 6mm by 6mm triangular gusset. The outside face was decorated with blocks of styrene to represent the equipment using an HO MHG circuit board as a guide. Whilst this approach may horrify some modellers, in my defense there are no ACMs close by to examine, and it does look convincing.

Bogies Support Links

The instructions note that the upper part of the bogie support link (damper bracket) should be cut and attached to pads on the underframe. But the curved end isn't long enough to reach into a hole drilled through the pad on the underframe, and a butt joint wouldn't be strong enough to survive knocks. I bent some 1.6mm wire into longer curved links, which were securely fitted into holes drilled right through the side sills.

Generator Drive Belt

A generator without a drive belt looks naked. This can be represented with a 3mm wide strip of shim brass or tinplate. Bend it around the pulley, secure it with araldite or solder, and point the tails towards the bogie. The tails are cut off about 22mm from the generator centre, by which time they disappeared into the works of the bogie, to link up with an imaginary pulley.

Bogie Transoms

To fill in the gaps at the end ends of the bogies, I added transoms made from a strip of 1mm x 4mm styrene, 43mm long.

These were glued to the outer end of the members forming the bogie frame. The transoms fitted to outer end of the bogies have a dropped down centre section to clear the couplers and draw gear on the prototype, the inner end transoms are straight. It also helps to visually join the brake shoes with a 38mm long piece of 0.8mm wire fitted to holes drilled through the brake shoe pivots.

Attaching floor to shell

The floor was attached to shell with 8BA countersunk screws through the underframe into tapped holes in 6mm x 6mm styrene blocks glued to the inside of the body sides. Both of the cars that I assembled had a slight bow in the underframe, and a couple of waves in the lower body sides, so the fixing screws (6 per car) were irregularly spaced so as to both hold the body sides in, and to straighten the underframe.

Painting

The body sides were painted with AR Kits Indian Red, with a slurp of the same manufacturers ANR yellow added to give a slightly faded hue. Both cars were painted a slightly different shade.

The roofs were painted with a mixture of Floquil Depot Buff and rust, the underframe was painted black.

The cars were very lightly weathered, although it doesn't appear so from the photo printed on the cover of issue 6 of 7th Heaven, but then I prefer weathering to be subtle, not dominating.

Watch out for this...

On my two cars the dimples for the end marker lights were at slightly different heights. You'll only notice this if you couple two cars together – which doubles the inaccuracy.

Couplers

I've tried a couple of different screw couplers and draw hooks, and not been happy with either. It would be a shame to defile the cars with Kadee's, even given their operational superiority. I'm just not sure what to do there. I'd like to arrange for sprung buffers as well.

DCC FOR O SCALE

John Lee

Not much has been written about DCC for 'O' scale and because of a wide diversity of motor/drive types in 'O' scale which influence current draw the issue of what system to choose and what decoders to use can be confusing. The article deals with the following topics: Factors, which influence your choice of DCC equipment, decoder choice and using DCC decoders in locos with coreless motors?

From the outset it should be pointed out that most modern 'O' scale locomotives will have power requirements approximately equal to higher power HO locomotives (1 AMP + but less than 2 AMPS). This means that 3 AMP and 5 AMP DCC systems can be used for most 'O' scale layouts. For instance, I understand that the recommendation for Stringybark Creek is a 5 AMP system. Notwithstanding the foregoing, choice of the appropriate 'O' scale system requires a fairly in-depth review of the parameters impacting on such choice

6 Factors which influence your choice of DCC equipment

Six factors influence your choice of DCC equipment these are

1. Layout type and size
2. Power requirements
3. Operating mode
4. Handpiece type
5. Local or Overseas support
6. Leader/follower syndrome or 'go with the flow'

1. Layout type and size

Basically there are two types of layouts that influence your choice of DCC these are flatland relaxed or agro extreme.

Flatland relaxed

As a generalization these are small (by 'O' scale standards) layouts fitting along the walls of a spare room or garage and are (say) up to $18m^2$ or 200 sq ft. Trevor Hodges' (Morpeth) layout is (was) a prime example. These layouts are characterised by being generally flat and having a small number of locos, (say 1, 2 or 3) operational at any one time.

Because of the size of the layout and what they model, generally a branch-line/terminus, trains are small (6-8 wagons max?), and locos are small e.g. 19 Class, standard goods, 48 class etc. A variation on this is the small switchback style layout, say 12ftX 2ft as exhibited by Bill Hiley at the 2000 'O' Gauge Workshop at Mortdale. That layout had 4% grades but because of switching leads etc moved only a maximum of 2 wagons between the lower and upper level.

Small layouts are relaxed in that there is not much train conflict and stresses and strains of an operating or power nature, are not placed on the trains. There is however, as an outcome of that smallness, namely a potential for electrical control conflict. This can be resolved by the use of paired controllers or block wiring but is more satisfactorily solved by use of DCC. In DCC terms small layouts can be operated satisfactorily by 3AMP/5AMP systems.

Agro Extreme

These layouts are characterised by

- large size, say > $50m^2$ or 500 sq ft
- running long trains
- having heavy grades
- having a large number of trains/movements

Because of the nature of the layout they call for:-

- helper/banker operation,
- properly weighted trains. (i.e. each wagon conforms to a weighting standard which is related to wagon length)
- power matching
- recognition of train physics which may have to be taken into account to avoid 'stringlining' . 'Stringlining' occurs where lightweight wagons, ahead of heavy wagons on an upward curving grade, due to pulling forces try to take a tangent to the curve and thus derail.

In DCC terms Agro Extreme layouts may need multiple 10AMP systems. (if there are 2 X 3% grades and each has a 30 car train on it climbing up hill generally at least 16 AMP will be required as there will be a least 6 locomotives operating simultaneously). See the disclaimer at the end of this section for power requirements. This would require 2 X 10 AMP systems with the balance left, if you are lucky, for yard switching/branch line operation. Each branch-line loco or switcher, if using older style or large motors will need between 1 AMP and 2 AMPS - assumes say 10 -15 cars max per train on the level.

2. Power Requirements

If you have a flatland-relaxed layout or do not intend to run heavy trains up significant grades (say 1:40 or worse), you may be able to avoid the matters covered in this section.

Whilst still in DC mode, (Not DCC Mode), on your layout weight all your cars to the recommended weight then determine currents, (AMPS required), for normal trainloads. To paraphrase NMRA RP 20.1:

Recommended weight *= optimum weight and …is the weight which will improve the safety factor with which rougher track will be negotiated…weight in excess of the optimum will seldom add to the ability of a car to roll down a given grade since the additional weight is almost exactly balanced by the increased friction of the axles in their journals…since the radial forces tending to cause derailments are greater in longer cars, optimum weight will vary with car length*

I am not aware of an Australian standard but the National Model Railroad Association in its recommended practice document RP 20.1 revised Nov 1988 advises the following for 'O' scale:

> *Initial weight 5 (oz) plus 1 oz per inch of car body length (imperial to metric - 25.4 mm = 1 inch, 28 gram = 1 oz).*

So for a 36 ft BWH in 7mm 'O' scale the weight would be: 36 X 7mm/ft = 252mm = (say) 10 inches weight = 5 oz + 10 X 1oz = 15 oz (420 gram). This is

all up weight. If a wagon already weighs 10 oz (280 gram) then another 5 oz (140 gram) has to be added to the car.

You might ask why you would add what seems to be so much weight to a wagon. If you have a “flatland relaxed” layout weighting may not be necessary because forces on the train are small. The NMRA has a rule of thumb that tractive effort required = approx 1% of train weight [1]. Short trains mean small train weight. Absence of grades means low tractive effort (current draw) required.

[1] Model Railroader September 1984 page 20

If however you have an “agro extreme” layout then weighting is an essential prerequisite for the following reasons: in the first instance you get better tracking and operation, where wagons don't string line, and secondly weight has a profound effect on what can be hauled on any grade. This in turn affects locomotive current draw, which plays a role in our choices and decisions about the installation of a DCC system.

At the start of this section I suggested that you determine your loco current in DC mode not DCC why? Without specialised equipment it is difficult to accurately measure DCC current because of the alternating current nature of the DCC waveform.

Tony's Trains in the USA do retail a meter, RampMeter, which will measure both DCC current and voltage. It is placed in one lead (series connection), between the DCC booster and the track. The 'O' scale version costs $US79.95 + sh. Alternatively you may use an appropriate DC amp meter purchased from the likes of Dick Smith to which you add a diode bridge to in effect turn it into an AC current meter. It should be noted however that such a meter will give an approximation of the current drawn but is not as accurate as RrampMeter. You cannot use an unaltered DC amp meter to measure DCC current.

3. Operating mode

As a generalisation the more popular systems available in Australia (2005) are:

Low-end systems (> $400) - 3 AMP Atlas, MRC Prodigy, Roco, 5 AMP Lenz starter (basically same as Atlas)

High-end systems (< $ 600) - 5 and 10 AMP CVP Easy DCC, DigiTrax, Lenz, NCE

For most systems you have to supply the transformer - add $100. Note also that a 10 AMP NCE system (and probably any other similar brand), will require a minimum size transformer of 18V AC at 10 amps, i.e 180VA. The recommended transformer is a 300VA model (18V at 16.66 AMP) to ensure reliable tripping of the short circuit safety system. So far as I am aware you cannot purchase such system ready made i.e., an electrician should install the transformer in a suitable case and provide the mains connection.

All other considerations aside the way you operate may well determine which system you purchase.

Central Control Panel - All systems on the market can easily be centralised. Indeed some low-end systems (say <$400) do not readily support walk-around. One high-end system, CVP Easy DCC, requires that consisting, (lashing up of multiple locomotives) be affected at a central command station.

Walk around - Some low end and all high end DCC systems support walk around by plugging throttles into panels on the layout fascia. With the exception of CVP Easy DCC all systems support remote consisting (important if you are setting up a helper/pusher operation at the opposite end of the layout room from where the command station is.

Radio Control - CVP (Easy DCC), DigiTrax, Lenz and NCE support radio control but I understand CVP has not sought Australian radio licensing certification. Lenz to avoid such certification problem uses a cordless phone as the radio throttle

4. Handpiece type

Many American commentators on DCC make the point that the handpiece shape and feel is an important factor in your choice of system. For instance CVP has a small handpiece, which does not contain an information screen. On the other hand NCE's ProCab often called a 'dogbone' is twice the size of CVP's but also contains an LCD screen, which conveys information both when setting up and operating. Other factors, such as backlighting on the LCD screen, may be important if you wish to operate your layout in darkened conditions.

5. Support

In the 5 and 10 AMP systems NCE, Digitrax and Lenz have local agents. CVP can only be obtained from the United States.

6.Leader/follower syndrome or 'go with the flow'

Despite all the support from local suppliers and the existence of specialist Yahoo groups in NCE, Digitrax, Lenz etc DCC can be a little daunting for the first-timer.

If there is a group in your local area which has already chosen a particular brand of DCC or if you have teamed up with another modeller who has already made his/her decision about DCC equipment then, provided they have not chosen limited option systems, it is probably best that you adopt what has been chosen,

Why? - Simply because whilst every complying manufacturer's decoders will work with another’s DCC system the handpieces/controllers/command stations as a general rule will not.

This occurs because of the different communication protocols and busses, (the wires that convey commands), used. For example there are 4 wire systems (two different types), and there is also coaxial, (as in T.V. aerial cable), systems. There are duplex (two way communication), and there simplex (one way), radio systems. NCE is duplex and CVP Easy DCC is simplex.

If you go with the flow then you can add your throttles etc to the pool when needed, or if you suspect something of yours is not working you can compare it with the group. There is also the undoubted advantage of local, easily accessible knowledge.

Decoder choice

Railway modellers in HO have it easy: they know that all their locos will operate at 1.5 amps or less and the most popular decoders are offered with a 2 AMP stall current. It is a lot harder in 'O' scale and there are significant price differences. For example an HO decoder will cost you approximately $25.00. If you have to go to a 4 amp 'O' scale decoder, say NCE D408SR, you pay $105.

Of course not all ‘O’ scale locomotives need these more expensive decoders. I

have an 'O' scale locomotive (An Atlas O SW9), which will operate on a 2 AMP stall current H.O decoder.

I have an Atlas SD35, which according to Model Railroader has a stall current draw of 4.39 amp. In a later review of an equivalent GP35 loco (same mechanism), Model Railroader recommends a 6 AMP decoder (February 2004 page 124).

How do you resolve the cost/risk trade off? That is "do I always buy expensive 'O' scale decoders or can I get away with H.O. Decoders in some circumstances?"

After noting the February 2004 MR recommendation I posed the following question to the Yahoo NCE-DCC Group:

Is there a rule of thumb where decoder stall current exceeds 2 AMP? (Post 18694).

The definitive answer came from NCE technical guru Mark Gurries in post #18727 part of which I quote:

Given that things can get real complicated in making decoder current measurements AND most people do not even have the resources to do that type of measurement, many decoder manufactures have made scale as part of the decoder part numbering system. Most Decoder manufactures are WELL aware of the typical motor currents one would encounter and thus have taken all into consideration when making their ratings.

What this really translates to is that DCC manufacture are more or less simply saying ***match the decoder current to the engines maximum slip current and you will be fine.*** (Emphasis by John Lee)

Conclusion

Before purchasing a DCC system and decoders for 'O' scale you really need to do some planning or make a careful analysis to determine the following: your layout type (grades or flat), your operating mode (central control panel or walk around), likely train loads (small branch line or interstate super liner) and your current (power) requirements.

You should also determine the level of local support – most dealers have little or no history of dealing with 'O' scale and its unique requirements.

You should also consider the level of local modeller support i.e. which system is your local club or group using? There is a wealth of knowledge in clubs about such things and you can draw on this if you are a member. However this may be system specific i.e. if your local club operates a LENZ system they may not be able to help you with a problem concerning an NCE system.

If you take into account the above factors and make hardnosed decisions you *can* expect to enjoy DCC in 'O' scale.

Can I use DCC decoders in locos with coreless motors?

This question arises because many of the older DCC decoders use low frequency (200 hz). Effectively this is a heavy pulse and it easily overheats a coreless motor. Decoders with 'silent running' ® (NCE) or bemf (back emf - LENZ) operate at frequencies in the 15000 Hz range and can be used with coreless motors.

For definitive information refer to post #17070 on the NCE-DCC Yahoo Groups website.

AMRA HURSTVILLE EXHIBITION 2005

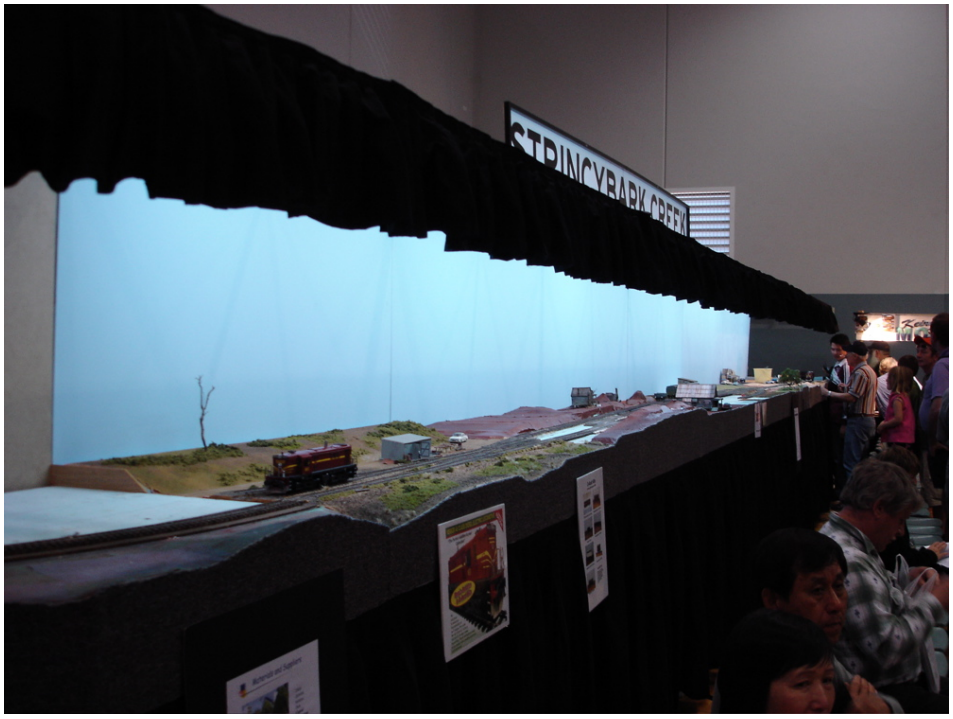
Martin Hartley

I was pleasantly surprised with this year's exhibition. Although there were some logistical problems with moving layouts and stands into the hall, all went well. The Friday set-up was a new and interesting view behind the scenes of exhibitions for a first-time exhibitor.

The first surprise was the new venue. I would say that overall it was a bit short, but also a bit wider than the venue at Liverpool. Getting layouts up those fire stairs was a lesser challenge than anticipated. Although set up had started at 11 am, not all crews had finished until 9 pm. After seeing this and helping out I appreciate how much time, work and effort is required to get ready for a show.

Saturday morning rolled around and what a surprise. This year's attendance was excellent, with plenty of crowds during the day. There were many good stands and layouts on show this year, some were old favorites, and a few new ones too. Stringybark Creek dominated the scene; the name sign and much of the layout could be seen clearly from all over the hall. Then there were a few smaller layouts, one that had come as far as from the UK. There was also a golden oldie pulled out of retirement, the famed 3-rail O Gauge Layout that had not been seen for years.

I had a general idea of what operating a layout would be like at an exhibition. I can say that it's not all just "playing trains", but it can be quite sociable. A lot of interested people like to chat about "What you built that from", "Where you bought that", "Is that a kit?" "Did it cost much?" and of course "How did you make that? Was it hard?" It was fortunate that I was well versed in the history and construction of "Queen's Wharf", and I was able to answer most of the questions thrown at me.



On Monday I made a new friend, Daniel, on the train and he was quickly keen to begin an entry into O scale and exhibiting, and he was quickly pressed into service in operating layouts. (Who said that railway modelling was an old man's hobby?) He also got to share in the tail end of exhibition logistics with the pack up. It is quite true when they say it's easier to tear something down than it is to put it up. It took just under 2 hours for the hall to appear as if there had never been a model railway exhibition in it.

I am pleased to say that O scale layouts generated a lot of interest from the public. They all liked the size, volume and rolling qualities of the models, and the detail possible. One patron was particularly enthralled by the idea of working 3-link couplings!

All in all, I would say that this year's show was great. Good layouts, good trade support and good patronage. On Monday night I went home tried but satisfied with the small contribution I had made to a great little train show.

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The Railway Resource Centre maintains the archives of the Australian Railway Historical Society, NSW Division and is home to a collection of thousands of documents, periodicals and books on Australian railway history that the Society has acquired over the years. The collection, which the Society makes available to its members and the public for research purposes, contains many records not readily available from any other source.

A series of **Railway Resources Guides** are being produced to assist all railway / tramway enthusiasts and researchers to locate information on the various aspects of the railway and tramway systems in NSW. The following guides are currently available. Prices include GST and postage.

BLH-01	Richmond to Kurrajong Branch Line	$4.00
BLH-02	Blacktown to Richmond Branch Line	$5.00
BLH-03	Glenreagh to Dorrigo Branch Line	$4.00
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BLH-11	Fassifern to Toronto Branch Line	$4.00
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BLH-15	Adamstown to Belmont Branch Line	$4.00
BLH-16	Muswellbrook to Merriwa Branch Line	$4.00
PLH-01	Joadja Shale Oil Works, Mittagong	$4.00
PLH-02	Wolgan Valley Railway	$4.00

Enquiries can be made by phoning 02 9699 2736 or email: resources@arhsnsw.com.au Research material can be provided (at a small charge) by post.

MINUTES OF THE AUS7 MODELLERS GROUP 2005 AGM

Members Present:

Bruce Parker, Trevor Hodges, Martin Hartley, Dave Morris, Charles Schuster, Nick Sheridan, Mark Fisher, John O'Neill, Chris Harris, John Lee, R. Graff, Paul Chisholm, Graham Holland, Lindsay O'Rielly, David Taylor, Colin Rough, Leon Boulton, Phil Badger, Bruce Wood, Mark Hendrick, Brian Rowling, Barry Sheringham, Brian Thomas, Peter Hall, Peter Hoskin, Roger Porter, Gerard Imar

Apologies

Keiran Ryan

Order of Business

Moderator's Report Presented

Statement read by Trevor Hodges in absence of Keiran Ryan

Election of Officers

President – Keiran Ryan

Vice President – Chris Harris

Secretary – Trevor Hodges

Treasurer – Dave Morris

Newsletter Editor – Kim Mihaly

All positions nominated by Trevor Hodges, seconded by Nick Sheridan

Elected unanimously.

Financial Report

Document tabled by Dave Morris

Accepted by Trevor Hodges, seconded Mark Hendrick

Incorporation Proposal

Position outlined by Trevor Hodges

Motion for incorporation moved by John Parker, seconded Martin Hartley.

Passed unanimously

General Business

Participation proposed in Wollondily Model rail Expo – 2007

Proposal explained by Trevor Hodges

Participation in principle moved by John Lee, seconded Colin Rough.

Passed unanimously

Close of meeting

ANNUAL GENERAL MEETING REPORT

Trevor Hodges

As you can see from the minutes the Annual General Meeting was held at North Sydney Leagues Club on Saturday September the 3rd 2003. It was interesting to note that there didn't seem to be a lot of spare seats during the meeting. This probably indicates that most of the Forum attendees were also members of the Aus7 Modellers Group.

The business of the meeting was very straightforward with the new executive group voted in and the Treasurer's report presented and accepted unanimously.

The big item on the agenda was the proposal to incorporate the group and I can report that at the time of writing this report (Oct 10th) this has been completed and the Aus7 Modellers Group is now incorporated. This move to incorporation will mean little immediate change for the group however it does mean we now have a President (Keiran Ryan) and Vice President (Chris Harris) and the editor of 7th Heaven (Kim Mihaly) is now a full fledged executive position. This is a good move as Kim has been acting in an executive capacity for some time now and this change makes the position official.

ANNOUNCING A NEW MODEL FROM PME

THE NSWGR Z12 AND C79 CLASSES

AVAILABLE IN KIT FORM OR COMPLETE BUILT IN THE FOLLOWING VERSIONS AS BUILT BY :

BEYER PEACOCK & COMPANY

DUBS & COMPANY

ATLAS

WITH OPTIONS FOR

ROUND TOP AND BELPAIRE BOILER

EXTENDED SMOKEBOX

ORIGINAL OR AS RE-BUILT CONFIGURATIONS

AND ORIGINAL AND MODIFIED 2000-GALLON TENDERS

THE MODEL HAS BEEN BASED ON EXTENSIVE RESEARCH OF ARCHIVED MATERIAL AND FIELD MEASUREMENTS OF PRESERVED EXAMPLES OF THE CLASSES

THE MODEL WILL BE MANUFACTURED TO FINE 7 OR S7 STANDARDS AND CONSIST PRIMARILY OF ETCHED BRASS, LOST WAX BRASS CASTINGS, AND BRASS TURNINGS

THE MODEL WILL BE SUPPLIED WITH SLATERS WHEELS OF THE CORRECT PATTERN, MASHIMA MOTOR, AND QUALITY GEARBOX

THE KIT WILL BE SUPPLIED WITH ASSEMBLY INSTRUCTIONS IN CD FORMAT INCLUDING DETAIL PHOTOGRAPHS OF THE PROTOTYPE AND PHOTOGRAPHS OF STEP-BY-STEP CONSTRUCTION

THE VARIOUS FORMS OF THE MODEL WILL BE MADE AVAILABLE PROGRESSIVELY

IT IS INTENDED THAT THE VERSION AS ILLUSTRATED WILL BE AVAILABLE DURING MID 2006 WITH OTHER VERSIONS FOLLOWING DEPENDING ON DEMAND

COSTS ARE TO BE FINALISED BUT ARE ANTICIPATED TO BE APPROXIMATELY $1600 PER KIT

STRINGYBARK CREEK

Paul Chisholm

On the 9th October 2004 a posting from Dave (Grizz) Morris, proprietor of Waratah Models, appeared on the Aus 7 Group Site. Dave was keen to promote the growth of 7mm modelling, particularly NSW prototype and with the retirement of Binnabri from the exhibition scene saw the need for a new 7mm exhibition layout. His message seeking interested modellers is best remembered for the statement "Gunnas need not apply!" This phrase stuck and for some time the group that was formed went by the working title of The Gunnas. This was a bit of a misnomer because they were certainly not Gunnas.

The group came up with a concept for the layout, worked out a track plan and adopted an aluminum frame and foam top surface construction method, which is the basis for the layout. By early this year the group had expanded to fifteen and construction was well under way. The ambitious target of exhibiting it at this years AMRA Exhibition was deliberately set as a spur to action and the last six months in particular saw a great deal of progress made. One of the major challenges to overcome was the fact that the group members were spread from Port Stephens to Wollongong, the lower Blue Mountains and Picton as well as several Sydney suburbs. There have been numerous trips to the most central locations to ensure alignment between modules, electrical connections, scenery continuity etc. At other times the members have been hard at work at home working on their own particular sections to meet the deadline. The setting up of a dedicated group site, which facilitates regular exchanges of information and opinion, has assisted communication.

The layout itself measures 16 metres long and almost 5 metres wide. It consists of six straight front modules, four corner modules and six fiddle yard type modules at the rear. It sits on steel trestles and is deliberately set relatively high above floor level to give more of an impression of looking through the scene rather than down on it. Each of the front and corner modules has a back scene and overhanging pelmet with lighting to give a stage type of effect with the trains running through. A radio DCC operating system has been selected. At a rough calculation it is estimated that over $10,000 has been spent on material, track and the DCC.

The prototype concept is of a light line North Coast NSW branch line set in the mid 1950s – 1960's period. It does not follow any particular location but borrows heavily and we hope accurately on typical NSWGR track arrangements, building styles and ultimately signaling and operating procedures. The name Stringybark Creek was selected as being suggestive of this type of branch line.

When completed the long front straight will feature a station layout with crossing loop, goods shed and a small township. At the left hand end a line will lead off to a small loco depot and turntable located on the inside of the curve, below an imposing hill. At the other end a series of curved points will lead into a milk depot.

Prior to the recent Hurstville Exhibition the whole layout had only been assembled twice as finding a venue large enough was a bit of an obstacle. The final assembly left only two weeks during which all outstanding work had to be finalised to make it exhibition ready. A fortnight of frantic work saw it all come together in an impressive debut on the exhibition scene.

Viewers at the exhibition saw a work in progress. The scenery was far from complete. Buildings and other structures were minimal. Numerous Aus 7 members generously loaned locomotives and rolling stock. The group members have been too busy to build many. The idea was to have an operating "bare bones" layout and to explain this to the public through an information board and talkative operators out front. We wanted to have people appreciate what goes into a layout like this, then come back next year and see the development of the project.

This aim was certainly achieved. The layout attracted a great deal of positive attention and the sheer size of the trains was a revelation to many who seemed to be unaware that not all model trains were HO! A great finale to the weekend was being awarded the Norm Read Trophy for promotion of O scale modelling.

Over the next year the group members will focus on scenery, structures, signaling, detailing and rolling stock so that the 2007 exhibition will have an even more impressive example of what can be achieved in 7mm modelling.

If you didn't make it to Hurstville or would just like to see more of the layout take a look at the files section of the Aus 7 group site where you will find some photographs taken at various stages of construction over the last few months and some from the exhibition. This will be regularly updated. If you did get to there be sure to come back next year and have a look at what happens when Gunnas become doers.

ANNOUNCING A NEW MODEL FROM PME

THE NSWR D WAGON

AVAILABLE IN KIT FORM OR COMPLETE BUILT IN THE FOLLOWING VERSIONS

D 3 PLANK AS PER GA128

D 3 PLANK AS PER GA1022

D 5 PLANK HIGH SIDED AS PER GA1190

D WITH METAL UNDERFRAME AS PER GA1692

D RENEWAL TIMBER FRAME AS PER GA1856

D WITH COMPOSITE UNDERFRAME AS PER GA3101

D WITH PRESSED STEEL UNDERFRAME AS PER GA3794

D WITH PRESSED STEEL UNDERFRAME AS PER GA2428

D GLASSON PARTS AS PER GA3795

D WITH 6" X 6" JOURNALS AS PER GA2306

D WITH WESTINGHOUSE BRAKE AS PER GA3012

D (UK) SWINDON 10 TON AS PER GA3054

D LATER SS AS PER GA8498 SHOP ORDER 1756

THE MODEL HAS BEEN BASED ON EXTENSIVE RESEARCH OF ARCHIVED MATERIAL AND FIELD MEASUREMENTS OF PRESERVED EXAMPLES OF THE CLASSES

THE MODEL WILL CONSIST PRIMARILY OF ETCHED BRASS, LOST WAX BRASS AND URETHANE CASTINGS, BRASS TURNINGS, AND THREE LINK OR SCREW COUPLINGS

THE MODEL WILL BE SUPPLIED WITH SLATERS WHEELS OF THE CORRECT PATTERN

THE VARIOUS FORMS OF THE MODEL WILL BE MADE AVAILABLE PROGRESSIVELY

IT IS INTENDED THAT THE VERSION AS ILLUSTRATED WILL BE AVAILABLE DURING EARLY 2006 WITH OTHER VERSIONS FOLLOWING DEPENDING ON DEMAND

COSTS ARE TO BE FINALISED BUT ARE ANTICIPATED TO BE APPROXIMATELY $140 PER KIT

COMMERCIAL NEWS

Trevor Hodges

This edition of Commercial News will be fairly brief. Most of the information contained below comes from the most recent 7mm Modellers Forum held at North Sydney Leagues Club in September. A regular feature of these forums is a manufacturers' report on new items and progress on previously announced projects.

O-Aust

Peter Krause who can be contacted on 0419680584 anytime or on (07)33665307 between 7 and 9 pm (if in Sydney his range of kits are available through *Berg's Hobbies)* or on pa_rl_krause@bigpond.com wasn't at the 7mm Modellers Forum but I rang him to get a report on recent developments. Perhaps the most significant thing he told me was that a rumor circulating about his having "cancelled" the K&M 48 class chassis was untrue. Due to the unacceptable time delay from K&M an alternative mechanism is being sourced. This mechanism will include Fine scale wheels, 2940 NWSL motor driving through two gearboxes, one on each bogie. One axle will be driven directly with Delrin chains linking to the non-driven axles. The purchaser can choose which mechanism option he or she wishes to go with. A sample of the new mechanism was on show at the Hurstville exhibition running on Stringybark Creek.

Patterns are currently being made for the Shell 3000 gal 4-wheel tanker, the 5000 gal bogie tanker and the BWH/BCH hopper. The BCH will have interior detail and a set of accurate bogies will be produced to accompany this kit. Peter confirmed that the bogies would be available for purchase separately. The O-Aust MLV has been discontinued due to problems with the master and this will be replaced by a different NSWGR louvered van in the future. Details to be announced later. Another passenger carriage is under consideration and the ACM has ceased production for the time being. Another run will be considered in the future if there is sufficient interest.

Prototype Model Engineers – PME

Ron Sebbens from *Prototype Model Engineering (PME)*, PO Box 644 St Ives, NSW 2075, spoke about the range of products the company has under development. The Mort's Dock tender has been improved with a wealth of prototype detail added following a research visit to the Dorrigo Railway Museum. He and David Peterson (a partner in PME) spent a good deal of time at Dorrigo measuring and photographing an example of the real tender located there, which I understand is the only example in existence. PME have had their own, accurate wheels for the tender produced by Slater's in the UK and samples of these were on show at the 7mm Modellers Forum.

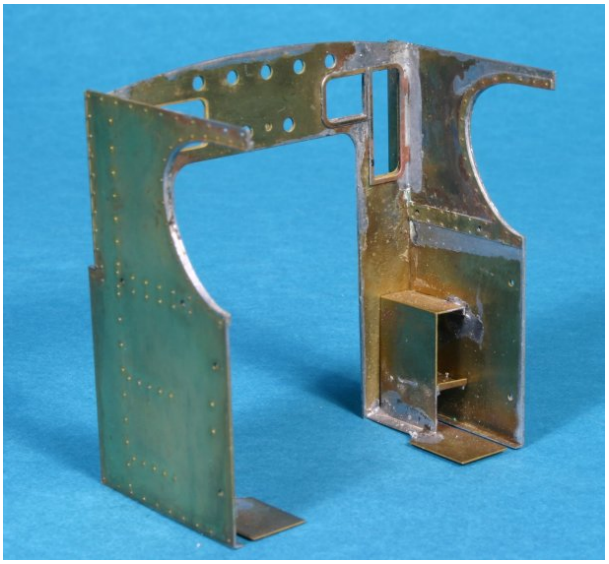
PME also had on display a pre production sample of its latest kit, a NSWGR 4-wheel D wagon in etched brass. These should be available around March 20006 and will retail for $140.00. You can ensure you get one (or more) by the payment of a small deposit.

Dave Peterson demonstrated the accuracy and high level of detail in this kit as I photographed the sample on display. As we were setting up the shot he asked me whether I wanted the handbrake on or off, and he wasn't pulling my leg, the brake assembly actually worked. I had a laugh and told him to stop showing off. The detail in the sample is breathtaking.

PME also announced the upcoming release of a NSWGR 4-4-0 (Z)12 class locomotive kit. There were 68 of these locos in the class and they were the first locomotives on the NSW railways to be built in relatively large numbers. The first batch was released in 1877 and 1879 from Beyer Peacock and a further batch was built later by Dubs and Company. They ran widely all over the system in passenger service to be eventually replaced by the 35 and 36 class engines in the 1930's. A deposit of $140.00 will secure you a kit with a tentative release date of June 2006. The final price of the kit is estimated to be approximately $1600.00.

Keiran Ryan Models

While Kerian Ryan, *Keiran Ryan Models*, 39 Coachwood Cres, Picton, NSW, 2571, (02) 46772462, krmodels@gmail.com, was not at the Forum he did have some information read out and this consisted of an announcement that the 20 class loco kit has been delayed somewhat. Work, business and hobby



commitments have caused this delay but his announcement mentioned that his full attention would be back on the drawings needed for the production of the kit after the Hurstville exhibition in early October. His work on Stringybark Creek and ARDP were soaking up a lot of his time in the lead up to the exhibition.

Waratah Models

Dave Morris of *Waratah Model Railway Company*, PO Box 509, Revesby, NSW, 2212 (02) 97851166 davemorris59@yahoo.com spoke about his long planned S truck kit. After many delays and frustrations Dave has decided to have the kit produced in Australia by Phil Badger. The W iron assemblies provided with his kits have been overhauled and will be available very soon. Dave has had some samples of these from his pattern maker and he is very pleased with the results. He is hoping to have three new rolling stock kit models on the market by September next year.

Century Models

Graham Holland *Century Models*, PO Box 631, Nelson Bay, NSW 2315, (02) 49841774 spoke about his range of upcoming projects. He mentioned that orders for the 32 are now being taken and that the 30T should be out by Christmas 2005. One improvement to accompany the 32-class kit will be the inclusion of an etched chassis cradle, similar to those provided in Martin Finney kits from the UK, to help the builder construct the chassis accurately. The kit to follow the 30T and 32 would be the 53 with a 35 to follow.

Berg's Hobbies

Peter Berg of *Berg's Hobbies*, 181 Church St Parramatta, NSW, 2150, 61 29635 8618, sent me some information on two new 7mm scale tractors produced by the Model Company and available from Berg's. The new kits take The Model Company's tractor range back a step with the famous Fordson "F", the world's first mass-produced tractor. The "F" was produced from 1918 until 1928. The "F" is a very interesting unit as it forms the basis of most of the Fordson conversions, both on the rails and off.

Peter Berg mentioned quite a few new products that will be available by the time you read this. Milestone Miniatures are to produce a Tasmanian Railways U class No 6 in 7mm that will ride on a Black Beetle. He also mentioned the new range of Model Terrain scenery materials and the fact that Chuck's Ballast is now producing medium grades of ballast, which should suit the 7mm modeler

Breaking News:

Bergs Hobbies have announced their intention to manufacture a Queensland Railways 1932 AEC 45 HP enclosed Railmotor (AKA Red Fred) and trailer in On30, On2, On3 and Sn3 ½. Photos next issue

AMRM December 2005

A major misprint, stating that the O-Aust 48 Class Locomotive was to be a 1/4" (1:48) model. The locomotive will be delivered as a 7mm scale (1:43.5) model